

MAJOR PROJECTS

Quarterly Project Status Briefing

January 2011 through March 2011



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Disclaimer

The Quarterly Major Projects Status Briefing publication (the report) is prepared by SANBAG's Program Management Consultant, Parsons Transportation Group.; it is intended to be used to communicate project information between SANBAG staff and the SANBAG Board. The information contained in the report may change considerably from publication to publication and should not be used in any manner other than the report's intended use.

MAJOR PROJECTS – PROJECT STATUS BRIEFING
(Phase Status as of March 31, 2011)

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PROJECT STATUS BRIEFING -DEFINITIONS-

- 1 Complete for Beneficial Use = Satisfactory completion of the project's stated purpose to allow public use of facilities without restrictions
- 2 Construction = Project phase after Construction Notice to Proceed (NTP) and before Project Complete-Contract Close
- 3 Design & ROW = Project phase after Project Report (PR) Approval and before Construction NTP
- 4 Design (PS&E) = Development of the final Plans, Specifications and Estimates for use in bidding the construction
- 5 "Early" = Work along a Mainline or Segment that is performed first to assist execution of a major project
- 6 Environmental = Project phase after Project Study Report (PSR) Approval and before Project Report (PR) Approval. Includes development of Project Approval (PA) documentation and Environmental Documents (ED)
- 7 Grade Separation = Work to change elevations of road and/or rail intersections to expedite traffic flow
- 8 HOV = High Occupancy Vehicle (i.e. car pool)
- 9 Interchange = Connectors between Interstates and/or major roads
- 10 Interstate Highway = Federally monitored high speed roads
- 11 Local Streets = State/City owned and maintained streets
- 12 Mainline = Interstate freeway corridor project that is new and/or widened (added lanes - general purpose, HOV, auxiliary, etc.)
- 13 Planning = Project phase after Start of Project and before Project Study Report (PSR) Approval
- 14 Preliminary Engineering = The design effort required to sufficiently define the project's alternatives and support the development of the Environmental Documentation (ED). Completion of preliminary engineering will approximate 30% of the overall design effort of the project.
- 15 Project Complete - Contract Close = Final completion of all construction activities and formal close-out of construction contracts
- 16 Project Report (PR) = Report documenting the Preliminary Engineering (up to 30% of Design) to recommend the preferred alternative used for Project Approval (PA). All Environmental Documentation (ED) is contained in this report.
- 17 Project Study Report (PSR) = Report documenting the early definition of a project used to determine viability of proceeding with Preliminary Engineering and Environmental approvals.
- 18 Right-of-Way (ROW) Certification = Identification, appraisal and purchase of required land parcels for the project. Also includes the right of possession of land through condemnation. ROW Certification is a prerequisite for Construction bidding.
- 19 Segment = A specified portion of an Interstate freeway corridor project that is widened (added lanes - general purpose, HOV, auxiliary, etc.)
- 20 Sound Walls = Self supported walls that are of sufficient height to reduce roadway noise to an acceptable level
- 21 Start of Project = Board action to begin procurement of Planning phase activities
- 22 Utility Relocation = Modification of any and all utilities (i.e. Electrical, Gas, Water, Sewer, Communications, etc.) to alleviate conflicts with project's construction or use. Utility Certification is a prerequisite for Construction bidding.
- 23 Close-out = Construction complete and completing formal close out of all contracts.

PROJECT STATUS BRIEFING

-FUNDING PROGRAM DESCRIPTIONS-

FEDERAL

- ARRA – American Recovery and Reinvestment Act
- CMAQ – Congestion Mitigation & air Quality Program
- STP – Surface Transportation Program
- TIGER – Transportation Investment Generating Economic Recovery
- TEA – Transportation Enhancement Activity
- TE – Transportation Enhancement
- DEMO – Demonstration Project
- PNRS – Project of National & Regional Significance
- IMD – Interstate Maintenance Discretionary
- SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users

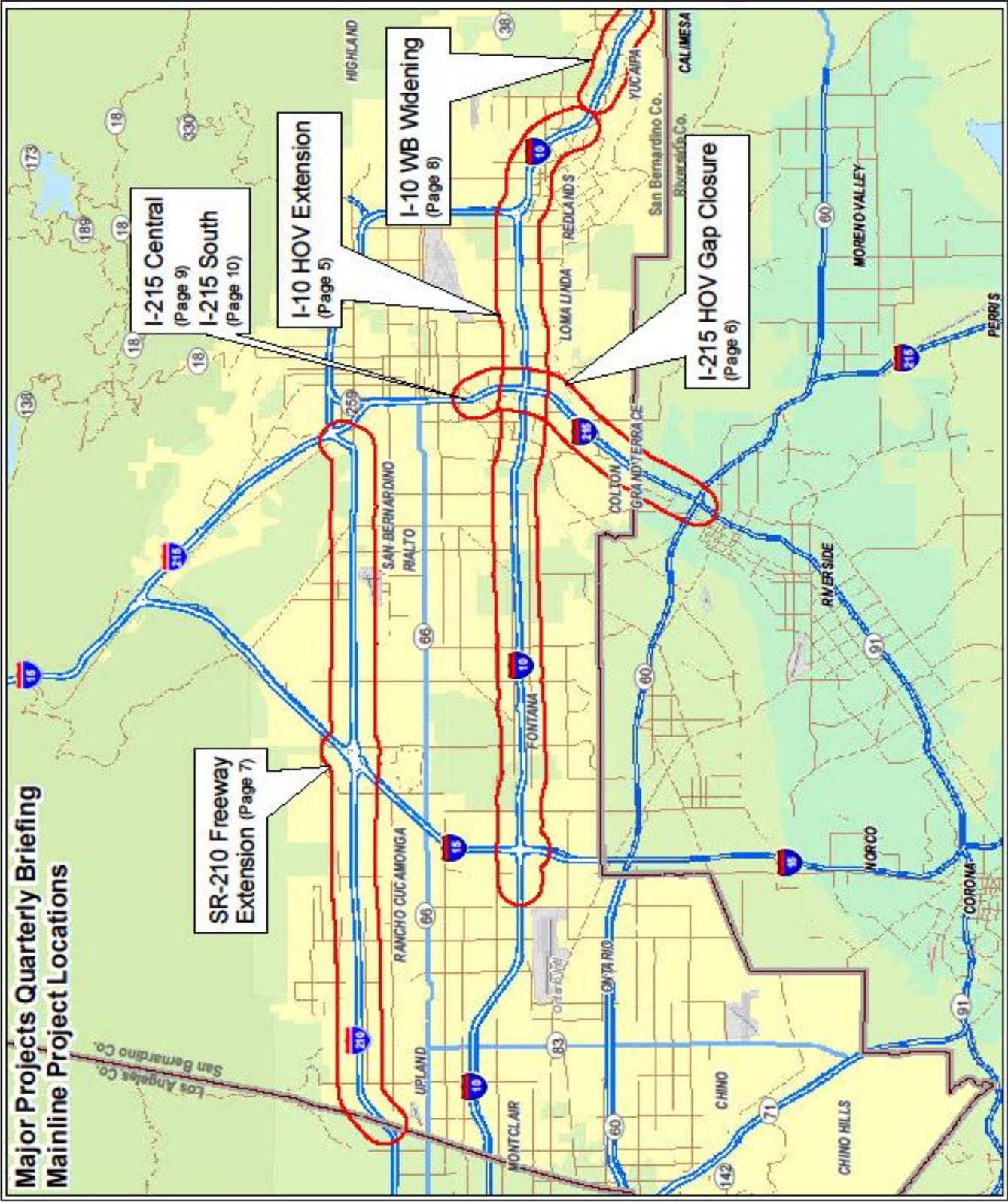
STATE

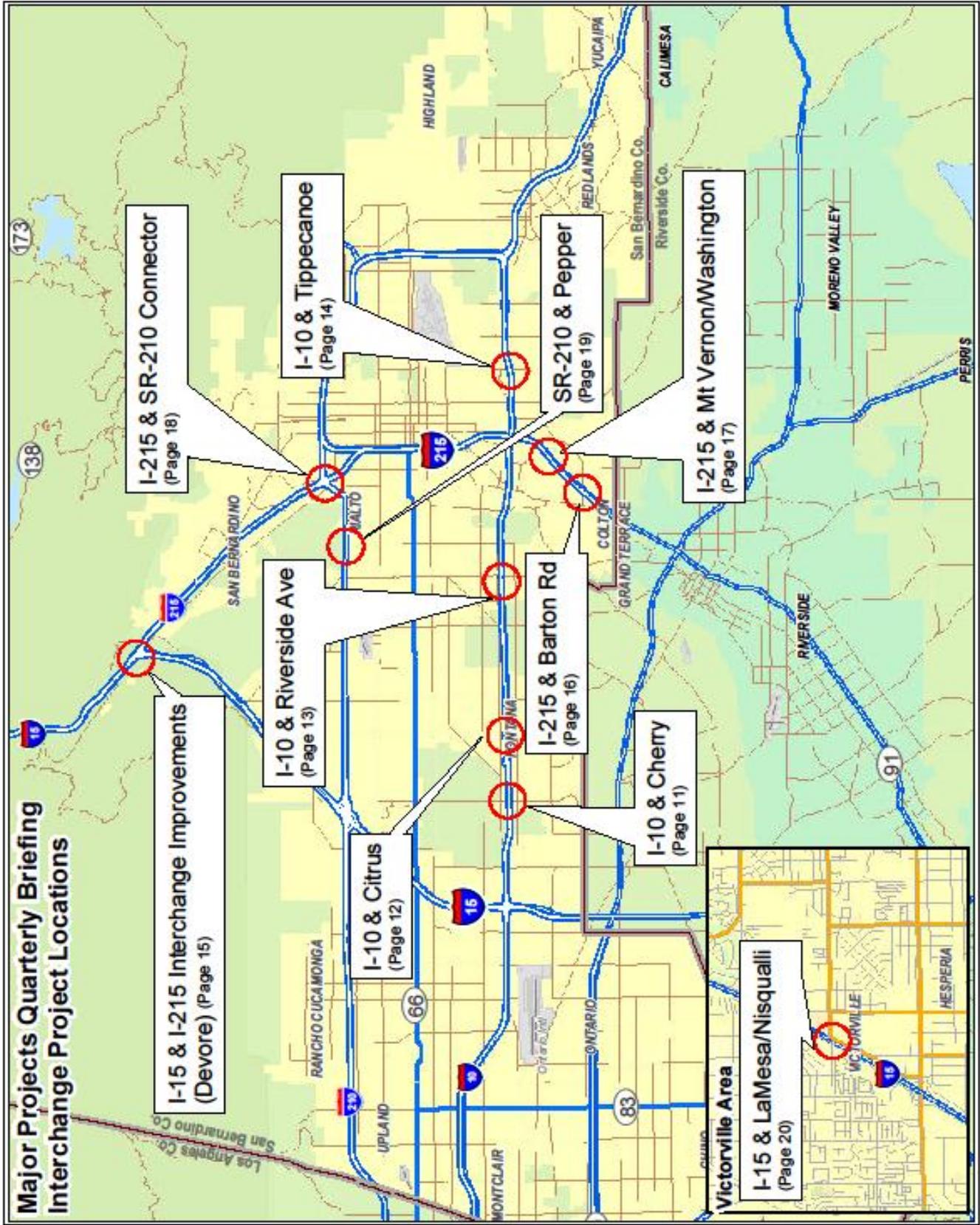
- CMIA – Corridor Mobility Improvement Account
- TCRP – Traffic Congestion Relief Program
- RIP – Regional Improvement Program
- STIP – State Transportation Improvement Program
- ITIP – Interregional Transportation Improvement Program
- LLP/IIP – Interregional Improvement Program
- TCIF – Trade Corridor Improvement Fund
- SHOPP – State Highway Operation and Protection Program
- TLSP – Traffic Light Synchronization Program

LOCAL

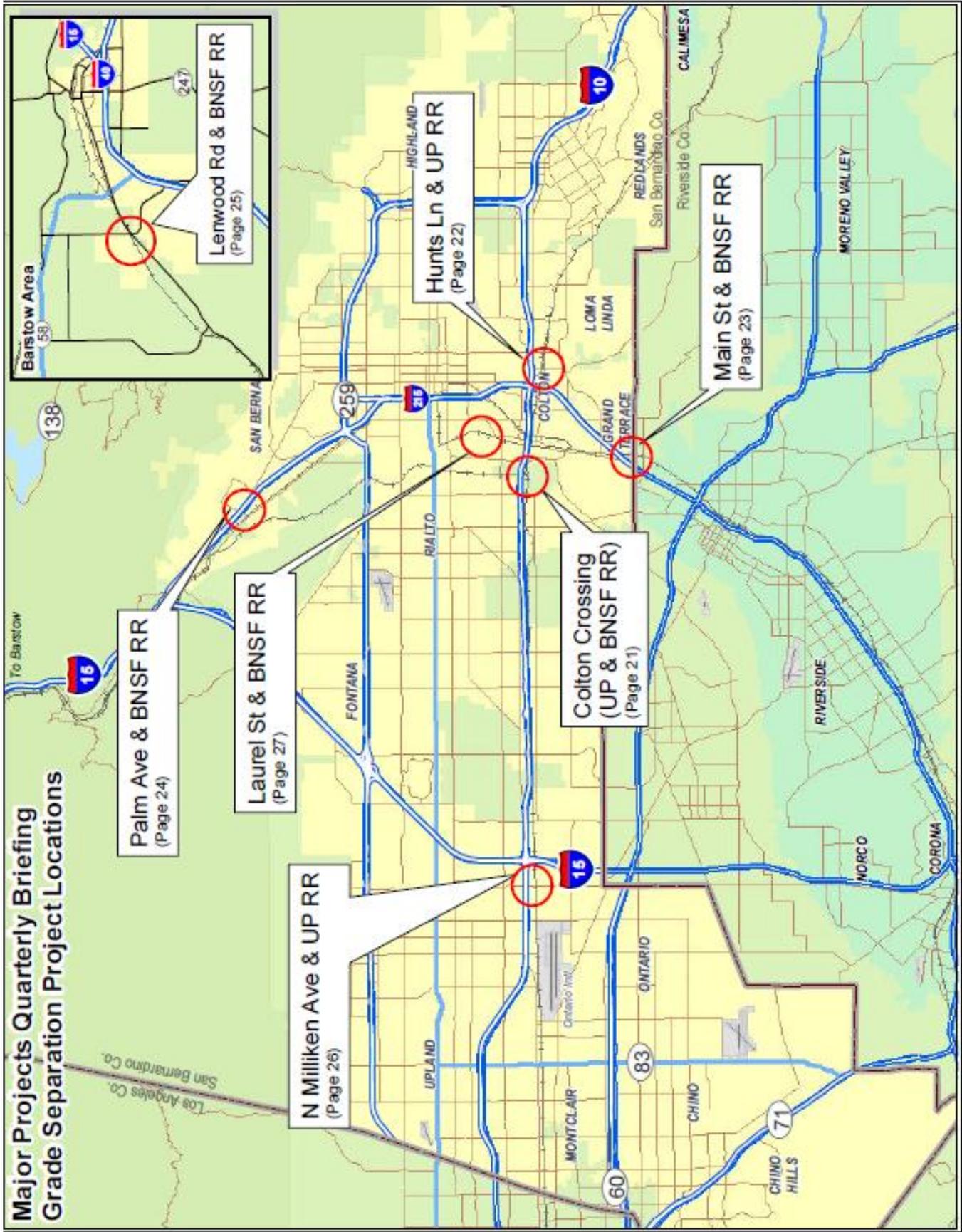
- DMPF – Developer Mitigation Program Funds
- DIF – Developer Impact Fees

Major Projects Quarterly Briefing Mainline Project Locations





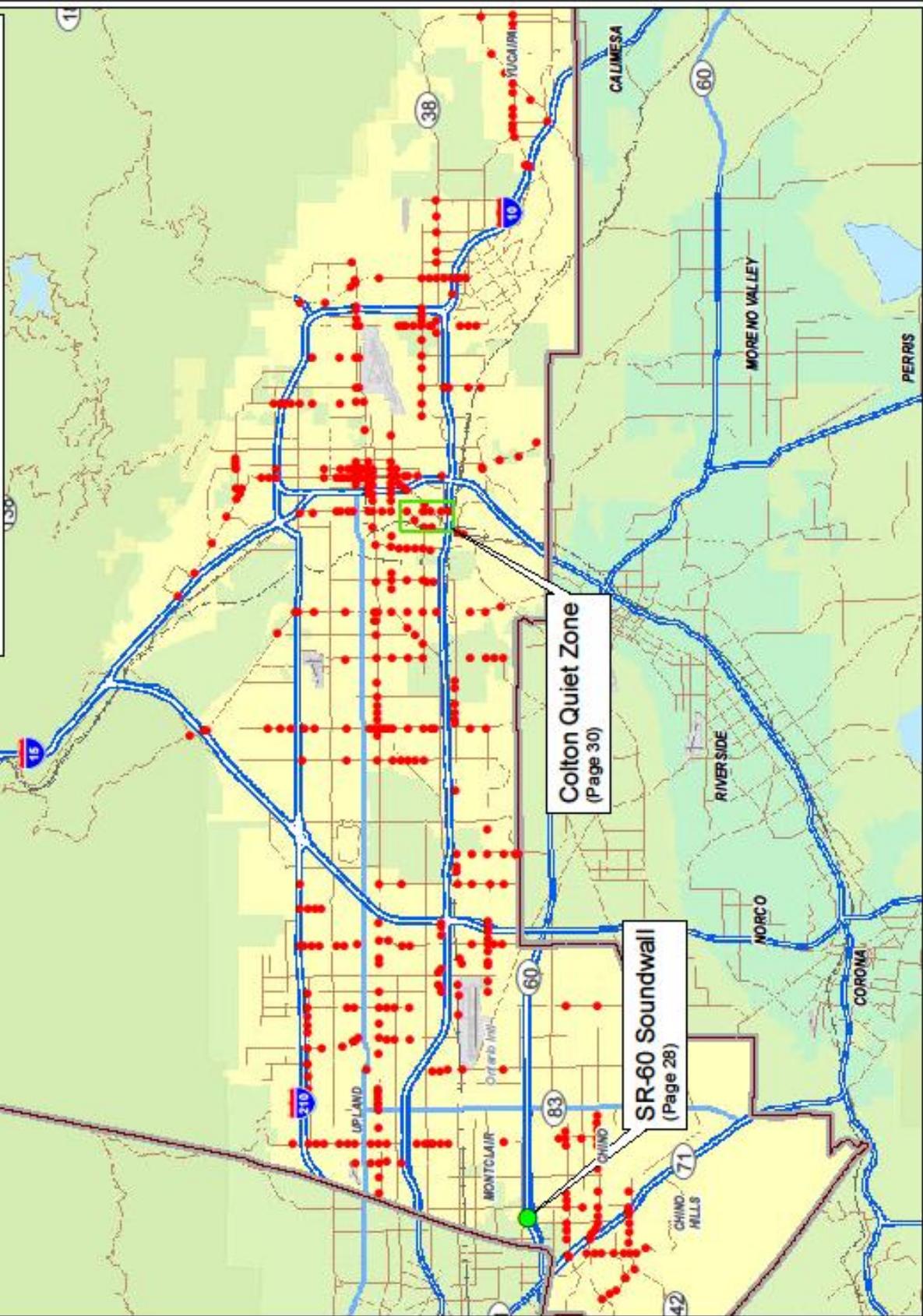
Major Projects Quarterly Briefing Grade Separation Project Locations



**Major Projects Quarterly Briefing
Special Projects**

Legend

- San Bernardino Valley Traffic Signal Synchronization (Page 29)



I-10 Corridor

Map of Project:



Project Scope Summary:

- This project consists of two build alternatives under study: One alternative adds one HOV (i.e., “carpool”) lane in each direction on I-10 from Haven Avenue in Ontario to Ford Street in Redlands connecting to the eastern limit of the existing I-10 HOV lanes in Ontario. The second alternative begins and the Los Angeles/San Bernardino County line and studies the conversion of the existing HOV lane to a High Occupancy Toll (HOT) lane and the addition of a HOT lane in each direction to Haven Avenue.

Project Status and Continuing Activities:

- Several preliminary engineering design and environmental technical studies (i.e. drainage, noise, traffic, earthquake etc.) are continuing per plan for both a “full” and “reduced” standard alternative, and are on schedule.
- Results of the initial Toll Feasibility Study for I-10 Corridor was presented to the SANBAG Board of Directions in June 2010. Direction was given to staff to fold in a HOT lane alternative into the I-10 Corridor project and to evaluate alternative finance and delivery methods.
- Caltrans concurs with the addition of a HOT lane alternative to the Environmental Phase.
- Contract amendment to the design consultant for this change as well as procurement for level two Traffic and Revenue and Toll Feasibility Studies are awaiting Board approval.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	2005
Study Report Approved	Dec 2006
PA/ED Approved	[Dec 2011]
Design Approved - ROW Certified	[2015]
Construction Notice to Proceed	[2015]
Complete for Beneficial Use	[2019]
Project Complete – Contract Close	[2020]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	\$10,500
Final Design	\$30,000
ROW Certification	\$11,737
Utility Relocation	- Incl in ROW -
Construction	\$710,329
Total	\$762,566

Project Notes of Interest:

- Current schedule and cost estimates are under revision as the project alternatives and support and capital costs have changed.
- Funding for final design, right-of-way and construction still must be identified and secured. Measure I 2010-2040 is the only currently identified fund source.

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I - For PA/ED	\$10,500
Future Fed, State, Local	\$744,752
State: STIP	7,314
Total	\$762,566

Issues Being Worked:

- Informing member agencies of the status of this corridor project, a HOT alternative, and coordination with their projects.

Primary Project Contact

Chad Costello
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I-215 Bi-County High Occupancy Vehicle (HOV) Gap Closure

Map of Project:



Project Scope Summary:

- This project proposes to construct a High Occupancy Vehicle (HOV) system along the I-215 Corridor between the SR-60/SR-91/I-215 Junction in Riverside County and the Orange Show Road Interchange in the City of San Bernardino.
- The project will add an HOV lane in each direction of I-215 by reconstructing the inside and outside shoulders of the mainline and restriping the lanes resulting in three general purpose lanes and one HOV lane in each direction.

Project Status and Continuing Activities:

- The current project schedule has been developed in conjunction with Caltrans staff in order to meet requirements of the Congestion Management Improvement Account (CMIA) program.
- SANBAG negotiated a cooperative agreement with Caltrans that would authorize the State to provide professional services for final design and ROW engineering. This Agreement was approved in March, 2011.
-

Project Notes of Interest:

- PA/ED was achieved in March per the schedule, and PS&E is proceeding with right of way activities.

Issues Being Worked:

- The most pressing issue is the design of the new temporary and permanent BNSF bridge crossing. Staff is coordinating with Caltrans and BNSF to address this issue.

Primary Project Contact

Matt Smith
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	February 2009
Study Report Approved	-incl. in PA/ED-
PA/ED Approved	Mar 2011
Design Approved	[Mar 2012]
Construction Notice to Proceed	[Aug 2012]
Complete for Beneficial Use	[May 2015]
Project Complete – Contract	[May 2017]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-incl. in PA/ED-
Project Report and Env Document	6,120
Final Design	13,029
ROW Support	1,200
ROW/Utilities Capital (Escalated)	9,012
Construction Support	13,484
Construction Capital (Escalated)	134,850
Total	177,695

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	15,609
State - RIP/IIP	45,090
- CMIA	15,460
- STP	34,850
RCTC	28,371
Measure I	38,315
Total	177,695

SR-210 Freeway Extension Construction

Map of Project:



Project Scope Summary:

- This project extends the existing SR-210 freeway from the Los Angeles-San Bernardino County line (Segment 1) to the I-215 (Segment 11) with three general purpose lanes and one HOV (i.e. “car pool”) lane in each direction (see also the “I-215 and SR-210 Connector” project).
- Includes landscape for Segments 1,2,3,4,8,9,10,11 and seismic upgrade of the Muscoy UPRR railroad overpass bridge.

Project Status and Continuing Activities:

- Construction of Segments 1 to 10 was completed in Dec 2008.
- Construction activities on Segment 11 - the SR-210/I-215 high-speed connectors began in October 2009 and is scheduled to be completed in early 2013 (page 18).
- Landscape for Segments 1, 2, 3, and 4 was started in 2005, is currently in the Extended Maintenance Period and scheduled to be completed in 2011.
- Muscoy bridge seismic upgrade completed in June 2010.
- Construction manager contract for landscape on Segments 8,9,10 &11 was approved in June 2010.
- Segment 8 Landscape project was bid on 2/1/11 and is scheduled to start construction in May 2011.
- Segment 9 Landscape Final PS&E is expected to be delivered in May 2011.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1980
Study Report Approved	Caltrans
PA/ED Approved	1996
PA/ED Re-evaluation (for 9,10,11)	2004
Design Approved – ROW Certified	Apr 2004
Construction Notice to Proceed	Jan 2005
Complete for Beneficial Use	Jul 2007
Project Complete – Contract Close	Dec 2008

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Caltrans
Project Report	Caltrans
Final Design	\$26,098
ROW Certification	Caltrans
Utility Relocation	Caltrans
Construction	\$207,325
Totals	\$233,423

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - STP	\$1,393
- CMAQ	\$19,034
- TEA	\$2,000
State - RIP	\$77,392
- LLP/IIP	\$3,863
Coop Agreements	\$9,492
Measure I	\$120,249
Total	\$233,423

Project Notes of Interest:

- Caltrans completing landscape design on Segments 9, 10 & 11.
- Anticipate approval to advertise Segment 9 in June 2011

Issues Being Worked:

- Bid phase for Segment 9 in June, with construction of landscape for Segment 9 scheduled to start fall 2011.

Primary Project Contact

Sagar Pandey
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I-10 Westbound Widening

Map of Project:



Project Scope Summary:

- This project will add a general purpose lane to westbound I-10 from Live Oak Canyon Road in Yucaipa to Ford Street in Redlands and ramp metering at Yucaipa Boulevard
- To add this lane and maintain proper traffic sight distances, an extensive “cut back” of the hillside north of the freeway between Yucaipa Boulevard and Wabash Avenue is required. A major retaining wall will stabilize the altered hillside.
- The project does not affect any of the current bridge structures.

Project Status and Continuing Activities:

- Federal funding has been approved.
- Authorization to proceed with construction was provided by Caltrans and FHWA.
- Construction Management services contract was awarded to Athalye Consulting Engineering Services in October 2009
- Construction contract was awarded on December 8, 2010, approximately \$13 million under the engineers estimate.

Project Notes of Interest:

- Right-of-way included only the necessary temporary construction easements costs. No permanent land takes are required.
- No utility relocation is required for this project.
- Construction costs are escalated to 2010/11 dollars.

Issues Being Worked:

- Notice to Proceed issued in January 2011 and construction started in March 2011.
- Stage two construction modifications to existing concrete median barrier and PCC paving.

Primary Project Contact:

Mike Barnum
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mbarnum@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 2004
Study Report Approved	- Incl in PR -
PA/ED Approved	July 2007
Design Approved - ROW Certified	Jan 2010
Construction Notice to Proceed	Jan 2011
Complete for Beneficial Use	[2013]
Project Complete – Contract Close	[2013]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Incl in PR -
Project Report	\$964
Final Design	\$3,044
ROW Certification	\$311
Utility Relocation	\$0
Construction	\$23,010
Totals	\$27,329

Funding Summary (\$ 000's)	
Funding Source	Amount
State – CMIA	\$14,074
Measure I	\$4,815
STPL	\$7,751
SHOPP	\$689
Total	\$27,329

I-215 Widening – Central San Bernardino

Map of Project:



Project Scope Summary:

- This project will improve traffic operations along I-215 between Rialto Avenue and Massachusetts Avenue. The following operational improvements will be performed:
 - Add one car pool lane in each direction.
 - Add one general use lane in each direction.
 - Reconfigure ramps at the 2nd Street, 3rd, 5th Street, Baseline Street and SR-259 interchanges.
 - Build/Replace 16 bridge structures.
 - Widen two existing bridge structures.
 - Provide additional through (auxiliary) lanes.
 - Add local (frontage) road from 2nd Street to 3rd Street in each direction.
- Landscape to be bid as a separate project.

Project Status and Continuing Activities:

- Construction began in October, 2009.
- Anticipate completion December 2013.

Project Notes of Interest:

- The new 9th Street Bridge was opened to traffic in January 2011.
- The new 5th Street northbound on-ramp was opened to the public in February, 2011.
- The 16th Street Bridge was demolished in January, 2011.
- The second half of Baseline Bridge was demolished in January 2011.

Issues Being Worked:

- The 5th Street southbound off ram is scheduled to be opened in May, 2011.
- The second half of Baseline Bridge is scheduled to be completed in November, 2011.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 1988
Study Report Approved	Caltrans
PA/ED Approved	June 1992
PA/ED Re-evaluation Approved	Dec 2005
Design Approved	May 2009
Construction Notice to Proceed	Oct 2009
Complete for Beneficial Use	[2013]
Project Complete	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$27,209
ROW Certification	\$96,905
ROW Support	\$10,090
Construction Support	\$37,904
Construction	\$174,800
Totals	\$346,908

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	\$58,344
- STP	\$0
- DEMO	\$0
- PNRS (IVDA Co-op)	\$24,485
- ARRA	\$128,116
- TE	\$3,597
State - RIP	\$90,963
- TCRP	\$8,887
Measure I	\$32,516
Total	\$346,908

Primary Project Contact

Sagar Pandey
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I-215 Widening – South San Bernardino

Map of Project:



Project Scope Summary:

- This project will improve traffic operations along I-215 between Rialto Avenue and Orange Show Road. The following operational improvements will be performed:
 - Add one HOV (i.e. "car pool") lane in each direction.
 - Add one general use lane in each direction.
 - Reconfigure ramps at Inland Center Drive, Mill Street and Orange Show Road Interchanges.,
 - Build/Replace six [6] bridge structures.
 - Widen two existing bridge structures.
 - Provide additional through (auxiliary) lanes between 2nd Street and Mill Street.
 - Add local (frontage) road from Inland Center Drive to Mill Street in Each Direction.

Project Status and Continuing Activities:

- Construction of this project is completed.

Project Notes of Interest:

- This project is adjacent to the I-215 Widening-Central San Bernardino project, and the construction schedules for each overlapped.

Issues Being Worked:

- Close-out

Primary Project Contact

Sagar Pandey
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 spandey@sanbag.ca.gov

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 1988
Study Report Approved	Caltrans
PA/ED Approved	June 1992
PA/ED Re-evaluation Approved	Dec 2005
Design Approved - ROW Certified	Apr 2007
Construction Notice to Proceed	Dec 2007
Complete for Beneficial Use	Aug 2010
Project Complete – Contract Close	[April 2011]

Budgetary Estimate Summary (\$ 000's)

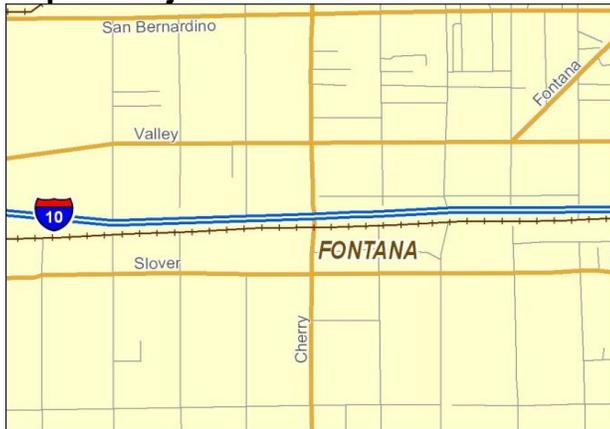
Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$8,323
ROW Certification	\$59,749
ROW Support	\$4,676
Construction Support	\$14,603
Construction	\$89,433
Totals	\$176,784

Funding Summary (\$ 000's)

Funding Source	Amount
Federal - CMAQ	\$23,176
- STP	\$29,307
- DEMO	\$0
- PNRS (IVDA Co-op)	\$19,171
- ARRA	\$0
State - RIP	\$103,767
Measure I	\$1,363
Total	\$176,784

I-10 and Cherry Avenue

Map of Project:



Project Scope Summary:

- This project will make operational and safety improvements and greatly reduce traffic congestion at the I-10 interchange at Cherry Avenue. Specifically it will:
 - Replace existing five-lane Cherry Avenue Bridge over I-10 with an eight-lane bridge and add one lane to each ramp.
 - Widen the existing Cherry Avenue Bridge over the UP railroad from four lanes to eight lanes.
 - Widen and improve Cherry Avenue from Slover Avenue to Valley Blvd.
 - Provide improvements at the Cherry Avenue/Slover Avenue and the Cherry Avenue/Valley Blvd intersections.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	1998
Study Report Approved	2001
PA/ED Approved	Feb 2009
Design Approved - ROW Certified	[Apr 2011]
Construction Notice to Proceed	[Aug 2011]
Complete for Beneficial Use	[Dec 2013]
Project Complete – Contract Close	[Jun 2014]

Project Status and Continuing Activities:

- The PA/ED phase was performed by the County of San Bernardino and completed in February 2009.
- Final design is progressing with an estimated completion of April 2011.

Project Notes of Interest:

- The budgetary estimate for construction is estimated in 2010 dollars.
- The County is leading the right-of-way appraisals and acquisition activities.
- ROW focus meetings are ongoing and all properties have been successfully negotiated or scheduled for possession.
- Construction cooperative agreements between all parties (SANBAG, County and City) are nearing approval.
- SANBAG has obtained approval to advertise, award and administer the construction project.

**Budgetary Estimate Summary
(\$ 000's)**

Cost Item	Amount
Study Report	City/Caltrans
Project Report	County
Final Design	\$6,588
ROW Certification	\$8,761
Utility Relocation	-Incl in ROW-
Construction	\$61,546
Total	\$76,895

Issues Being Worked:

- Right-of-way acquisition, utility easements, utility relocation and railroad coordination are the primary focus of remaining tasks.
- UPRR and Caltrans have approved the bridge structure plans and the PUC permit has been obtained.
- The construction management contract will be taken to the April 2011 Board for approval.

**Funding Summary
(\$ 000's)**

Funding Source	Amount
State – STIP	\$3,908
TCIF	\$30,773
County	\$17,231
Measure I	\$14,355
City of Fontana	\$9,640
IMD	\$988
Total	\$76,895

Primary Project Contact

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I-10 and Citrus Avenue

Map of Project:



Project Scope Summary:

- This project will make operational and safety improvements and greatly reduce traffic congestion at the I-10 interchange at Citrus Avenue. Specifically it will:
 - Replace existing four-lane Citrus Avenue Bridge over I-10 with a seven-lane bridge and add one lane to each ramp.
 - Widen the existing Citrus Avenue Bridge over the UP railroad from three lanes to six lanes.
 - Widen and improve Citrus Avenue from Slover Avenue to Valley Boulevard.

Project Status and Continuing Activities:

- The PA/ED phase was performed by the County of San Bernardino and completed in February 2009.
- Final design is progressing with an estimated completion of April 2011.
- An amendment to the TCIF Baseline Agreement is in process for ROW Certification to be extended to April 2011 and start of Construction to August 2011.

Project Notes of Interest:

- The budgetary estimate for construction is estimated in 2010 dollars.
- The City of Fontana is leading the right-of-way appraisals and acquisition activities.
- ROW focus meetings are ongoing and all properties have been successfully negotiated or scheduled for possession.
- Construction cooperative agreements between all parties (SANBAG, County and City) are nearing approval.
- SANBAG has obtained approval to advertise, award and administer the construction project.

Issues Being Worked:

- Right-of-way acquisition, utility easements, utility relocation and railroad coordination are the primary focus of remaining tasks.
- UPRR and Caltrans have approved the bridge structure plans and the PUC permit has been obtained.
- The construction management RFP is currently released and SANBAG will receive submittals in February 2011. It is anticipated a contract will be taken to the April Board for approval.

Primary Project Contact

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	1998
Study Report Approved	2001
PA/ED Approved	Dec 2008
Design Approved - ROW Certified	Jan 2011]
Construction Notice to Proceed	[Apr 2011]
Complete for Beneficial Use	[Dec 2013]
Project Complete – Contract Close	[Jun 2014]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	City
Project Report	City
Final Design	\$5,073
ROW Certification	\$5,257
Utility Relocation	-Incl in ROW-
Construction	\$47,200
Total	\$57,530

Funding Summary
(\$ 000's)

Funding Source	Amount
State – STIP	\$3,238
State – TCIF	\$23,600
County of San Bernardino	\$115
Fontana	\$21,885
IMD	\$238
Measure I	\$8,454
Total	\$57,530

I-10 and Riverside Avenue

Map of Project:



Project Scope Summary:

- This project will replace the existing five-lane Riverside Avenue bridge over I-10 with a nine-lane bridge and provide the following improvements:
 - Five northbound lanes (three through lanes, two left turn lanes) and four southbound lanes (two through lanes, two left turn lanes - Stage 2A).
 - One additional lane will be added to all four “on/off” ramps (Stage 1).
 - Provide underneath clearance for ultimate I-10 High Occupancy Vehicle (HOV) requirements (see “I-10 HOV Extension” project).
 - Add lanes and provide safety improvements on Riverside Avenue between the interchange and Valley Boulevard (Stage 2B).

Project Status and Continuing Activities:

- This project was advertised for construction in October 2009.
- SANBAG Board approved the award of a construction project at the January 6, 2010 meeting.
- Work started on February 22, 2010.
- Anticipated finish November 2011.
- Construction bids were 7 million dollars under the engineers estimate.

Project Notes of Interest:

- To effectively manage the construction contract, an escrow account was established by the City.
- Project includes a ‘not to exceed’ \$600,000 incentive/disincentive clause to construct the new bridge within 200 calendar days.
- Construction of Stage 1 is ongoing

Issues Being Worked:

- Demolition and reconstruction of new Riverside Avenue Bridge scheduled for April 27, 2011 thru November 15, 2011.
- Landscaping concept plans and approval to construct landscape improvements as part of interchange project are being discussed with Caltrans.

Primary Project Contact

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1995
Study Report Approved	Mar 1997
PA/ED Approved	May 1999
PA/ED (Reexamined) Approval	Apr 2008
Design Approved - ROW Certified	Jun 2009
Construction Notice to Proceed	Feb 2010
Complete for Beneficial Use	[Nov 2011]
Project Complete – Contract Close	[2012]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Rialto -
Project Report	- Rialto -
Final Design	\$1,885
ROW Certification	2,470
Utility Relocation	-Incl in ROW-
Construction	\$29,645
Total	\$34,000

Funding Summary (\$ 000's)	
Funding Source	Amount
City of Rialto	\$34,000
Total	\$34,000

I-10 and Tippecanoe Avenue

Map of Project:



Project Scope Summary:

- This project will reconfigure the I-10 and Tippecanoe Avenue interchange to improve operational conditions, specifically:
 - Construct “S” curve off ramp from westbound I-10 to Tippecanoe.
 - Construct “C” curve on ramp from Tippecanoe to I-10 westbound (at intersection of Tippecanoe/Harriman Place).
 - Widen Tippecanoe from Harriman Place to Redlands Boulevard adding one lane in each direction.
 - Add an eastbound through (auxiliary) lane along eastbound I-10 from Waterman to Tippecanoe.
 - Widen Redlands Boulevard with turn lanes at intersection with Tippecanoe (west of Tippecanoe only).

Project Status and Continuing Activities:

- Caltrans approval of the final Project Report and final Environmental Document was provided on January 27, 2011.
- Right-of-way activities are currently being planned and scheduled by Caltrans.
- 95% Plans, Specifications and Estimates will be delivered in June 2011.
- The Request for Authorization for federal funds for Right of Way acquisitions was submitted to Caltrans in December 2010. Authorization (E-76 approval) is expected by May 2011.

Project Notes of Interest:

- Approximately 15 alternative concepts were considered. As the alternative concepts were reviewed, only one (1) build alternative was found to be viable.

Issues Being Worked:

- None.

Primary Project Contact

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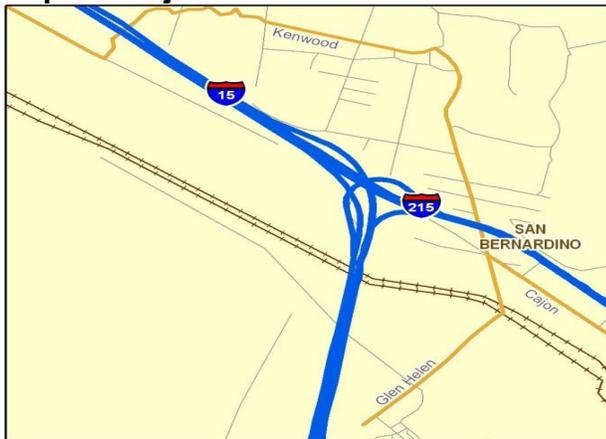
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	May 1997
Study Report Approved	Aug 2002
PA/ED Approved	Jan 2011
Design Approved - ROW Certified	[Nov 2012]
Construction Notice to Proceed	[Jan 2013]
Complete for Beneficial Use	[June 2014]
Project Complete – Contract Close	[Nov 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Incl in PR
Project Report	\$2,349
Final Design	\$4,300
ROW Certification	\$30,675
Utility Relocation	\$3,025
Construction	\$37,503
Totals	\$77,852

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal (DEMO, STP-Local)	\$38,939
State - IIP	\$2,500
Local (Cities, IVDA, Measure I)	\$36,413
Total	\$77,852

I-15 and I-215 Interchange Improvements (Devore)

Map of Project:



Project Scope Summary:

- This project will reconfigure the I-15/I-215 Interchange to provide four lanes in each direction on the I-15 corridor through the interchange.
- The planning effort also includes adding separate truck connectors through the interchange.

Project Status and Continuing Activities:

- Project Study Report was approved in March 2009.
- Project Approval/Environmental Document (PA/ED) activities are continuing.
- Project was approved by CTC as a Caltrans “design-build” project at the June 30th/July 1st 2010 CTC meeting.
- Applications for additional federal funding have been submitted.

Project Notes of Interest:

- Measure I funds from 2010-2040 are being advanced to fund work on the preliminary engineering.
- The budgetary cost estimate is based on the current preliminary design and reflects the costs at the time of construction.
- Additional funding for this project is under pursuit for future phases.
- Cooperative Agreements have been executed for Caltrans to be the responsible agency through completion of the Environmental and Preliminary Engineering Phase, and for the procurement and management of the design build contract.

Issues Being Worked:

- Technical studies complete and draft project report and environmental document are under review. Circulation of the draft environmental document is scheduled for June 2011.
- Working with State and Federal agencies to discuss the project and delivery process as related to design-build.
- Working on preliminary design activities and scoping right-of-way work.

Primary Project Contact

Dennis Saylor
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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Study Report Approved	Mar 2009
PA/ED Approved	[Feb 2012]
Design Approved - ROW Certified	[2013]
Construction Notice to Proceed	[2012]
Complete for Beneficial Use	[2015]
Project Complete – Contract Close	[2016]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Incl in PA/ED
Project Report	\$9,792
Preliminary Engineering	\$6,580
ROW Certification	\$52,433
Utility Relocation	\$6,050
Construction	\$228,184
Total	\$303,039

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I (2010 – 2040) Cajon Pass	\$48,000
Measure I (Major Projects)	\$9,987
State – SHOPP	\$118,012
STP	\$25,327
DEMO	\$1,500
Future Fed, State, Local	\$100,213
Total	\$303,039

I-215 and Barton Road

Map of Project:



Project Scope Summary:

- This project will replace the I-215/Barton Road interchange to meet current and future traffic demand. The proposed new facility would accommodate the future ultimate widening of the freeway to four mixed-flow lanes and one HOV lane in each direction.
- This interchange reconstruction will involve the realignment of the on and off ramps, including the reconfiguration of some local streets. The project would improve local traffic operations by accommodating higher traffic volumes at the interchange.

Project Status and Continuing Activities:

- Staff from SANBAG, Caltrans, and the City of Grand Terrace have met to discuss the reconfiguration of local streets to ensure that the project accommodates the City's planned land uses and development plans.
- Several engineering and environmental technical reports have been submitted to Caltrans and are in the process of being reviewed. Several technical reports have been approved.

Project Notes of Interest:

- Funding for final design and a portion of the right-of-way are programmed through the STIP.
- Caltrans, SANBAG, and City Staff have agreed to consider another build alternative involving a tight diamond concept. This new alternative is currently being developed by the project development team.

Issues Being Worked:

- None

Primary Project Contact

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	June 2006
Project Study Report Approved	April 2007
PA/ED Approved	[Jan 2012]
Design Approved - ROW Certified	[July 2013]
Construction Notice to Proceed	[Nov 2013]
Complete for Beneficial Use	[May 2016]
Project Complete	[Sep 2016]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$1,181
Final Design	\$3,290
ROW Support	\$2,038
ROW/Utilities Capital (Escalated)	\$17,168
Construction Support	\$4,970
Construction Capital (Escalated)	\$46,324
Totals	\$75,471

Funding Summary (\$ 000's)	
Funding Source	Amount
State – STIP/RIP	\$62,623
Measure I – Major Projects Fund	\$902
RCTC	\$279
DEMO	\$1,500
Measure I – Freeway Fund	
Total	\$75,471

I-215 and Mt. Vernon Avenue/Washington Street

Map of Project:



Project Scope Summary:

- This project will replace the I-215 and Mt. Vernon/Washington Street interchange and would meet current and future traffic demand. The proposed facility would accommodate the future ultimate widening of the freeway to four mixed-flow lanes and one HOV lane in each direction.
- This interchange reconstruction will involve the realignment of the on and off ramps, including reconfiguration of local streets and will also greatly improve local traffic operations by accommodating the movement of higher traffic volumes on the new bridge and ramps.

Project Status and Continuing Activities:

- This project is in the project study report (PSR) phase and the Project Development Team (PDT) is proceeding with the development and analysis of project alternatives.
- Staff from SANBAG, Caltrans, and the City of Colton have met to discuss local street reconfigurations resulting from the project.
- Several engineering reports and plans have been submitted for Caltrans review to date.

Project Notes of Interest:

- This project is currently on hold.

Issues Being Worked:

- Project is on hold due to a reduction in Caltrans budget to provide oversight for local projects.

Primary Project Contact

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Project Study Report Approved	[Apr 2011]
PA/ED Approved	[Jul 2012]
Design Approved - ROW Certified	[Oct 2013]
Construction Notice to Proceed	[Dec 2013]
Complete for Beneficial Use	[Nov 2016]
Project Complete – Contract Close	[Feb 2017]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$1,474
Final Design	\$3,092
ROW Support	\$2,256
ROW/Utilities Capital (Escalated)	\$19,003
Construction Support	\$6,520
Construction Capital (Escalated)	\$53,419
Totals	\$85,764

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I	\$1,295
RCTC	\$179
Measure 1 - Freeway	\$43,290
STP	\$21,000
RIP	\$20,000
Total	\$85,764

I-215 and SR-210 Connectors

Map of Project:



Project Scope Summary:

- This project will provide two high speed connectors 1) from northbound I-215 to westbound SR-210 and 2) from eastbound SR-210 to southbound I-215. In addition, this project will provide the following operational improvements:
 - Addition of one carpool lane in each direction on I-215 between the 210/215 Interchange and (approximately) Massachusetts Avenue (to connect with the planned improvements of the "I-215 Widening – Central San Bernardino" project)
 - Addition of a general purpose lane (northbound I-215) and a through (auxiliary) lane (southbound I-215) between the 210/215 Interchange and University Parkway
 - Replacement of three bridge structures over I-215 (27th Street, Highland Avenue, Massachusetts Avenue)
 - Ramp modifications at Highland Avenue and 27th Street
 - Multiple local street modifications.

Project Status and Continuing Activities:

- This project started as two separate projects 1) Improvements related to Route 210, and 2) Improvements along I-215. A recommendation to combine the two separate design efforts into one construction package was approved at the May 2007 SANBAG Board meeting.
- The Environmental Reevaluation for the improvements related to both SR-210 and for the I-215 project was approved in July 2007 and the Environmental "memo to file" for the combined project was issued in November 2008.
- In November 2008 the SANBAG Board approved transfer of lead agency responsibility to Caltrans for implementing AAA on this combined project.
- Project was advertised May 2009 , contract was awarded in October 2009 and work started January 11, 2010.

Project Notes of Interest:

- The cost estimate for right-of-way and construction reflect the anticipated cost in the year of construction.

Issues Being Worked:

- Construction of Highland Ave and 27th Street/ Mt. Vernon interchanges, SR 210 to I215 connector structure are ongoing.
- Project is approximately 55% complete.

Primary Project Contact

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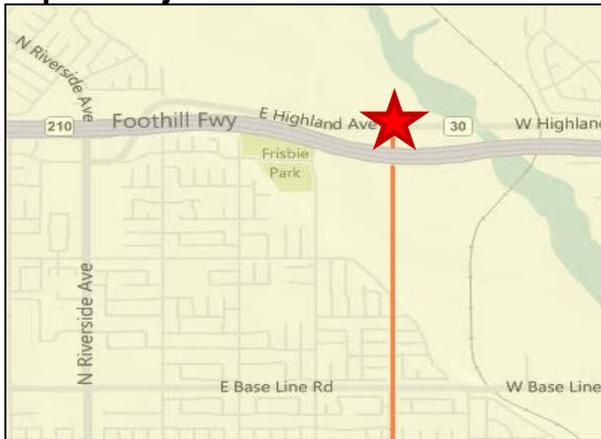
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1980
Study Report Approved	Not Applicable
PA/ED Approved (Corridor)	Feb 1998
PA/ED SR-210 Approved	Jul 2007
Combined PR "Memo to File"	Nov 2008
Design Approved - ROW	Nov 2008
Construction Notice to Proceed	Jan 2010
Complete for Beneficial Use	[2013]
Project Complete	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Not Applicable
Project Report	Incl in Design
Final Design	\$11,731
ROW Certification	\$10,987
ROW Support	\$2,585
Construction Support	20,216
Construction	\$76,879
Total	\$122,398

Funding Summary (\$ 000's)	
Funding Source	Amount
State – RIP	\$43,256
- CMIA	\$65,540
Measure I	\$13,602
Total	\$122,398

SR-210 and Pepper Avenue

Map of Project:



Project Scope Summary:

- This project proposes a new full directional interchange between SR-210 and Pepper Avenue in the City of Rialto. The SR-210 Pepper Avenue Interchange project was initially a part of the SR-210 Freeway Extension, but was removed at the final design phase since the extension of Pepper Avenue to SR-210, a separate project by the City of Rialto, was not completed.
- Bridge work was included as part of the SR-210 Freeway Extension Project; this project will add the interchange ramps and improve the portion of Pepper Avenue within the project limits.

Project Status and Continuing Activities:

- The Board of Directors approved an environmental and design services contract in January 2011.
- The Board of Directors also approved an environmental, design, and ROW cooperative agreement with Caltrans in January 2011.
- Traffic studies are underway.

Project Notes of Interest:

- The City of Rialto’s extension of Pepper Avenue is scheduled to go to construction in Mid-2011.

Issues Being Worked:

- None.

Primary Project Contact

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	January 2011
Study Report Approved	N/A
PA/ED Approved	[April 2012]
Design Approved - ROW Certified	[August 2012]
Construction Notice to Proceed	[January 2013]
Complete for Beneficial Use	[2014]
Project Complete	[2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$1,359
Final Design	\$1,516
ROW Support	N/A
ROW Capital	\$1,000
Construction Support	\$190
Construction Capital	\$14,900
Total	\$18,965

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$18,965
Total	\$18,965

I-15/La Mesa Road- Nisqualli Road Interchange

Map of Project:



Project Scope Summary:

The project connects LaMesa Road on the west side of Interstate 15 with Nisqualli Road on the east side by constructing an over-crossing and interchange connection to Interstate 15 in the City of Victorville. Other proposed improvements include:

- Realignment of Amargosa Road.
- Realignment & widening of Mariposa Road.
- Realignment & widening of La Mesa Road between El Rio Road and Amargosa Road.
- Realignment & widening of La Mesa Road / Nisqualli Road between realigned Amargosa Road and Balsam Road.
- Installation of traffic signals on the realigned Amargosa Rd at: La Mesa Rd; Southbound ramps; and Luna Rd; on realigned Nisqualli Rd at: Northbound Ramps; and realigned Mariposa Rd.
- Construction of sound walls/ retaining walls on Nisqualli Road, east of realigned Mariposa Rd; on Mariposa Rd, north of Nisqualli Rd.
- Construction of sound walls on Amargosa Rd north of La Mesa Rd; on La Mesa Rd, west of Amargosa Rd.
- Install irrigation adjacent to the sound walls / retaining walls.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1990
Study Report Approved	2001
PA/ED Approved	2007
Design Approved - ROW Certified	[Jul 2011]
Construction Notice to Proceed	[Sept 2011]
Complete for Beneficial Use	[2013]
Project Complete	[2013]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Inc.
Project Report	Inc.
Final Design	\$6,179
ROW Support	Inc.
ROW Capital	\$25,630
Construction Support	\$8,025
Construction Capital	\$49,840
Total	\$89,674

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$7,609
Victorville DIF	\$28,932
State (CMIA)	\$21,323
Other	\$31,810
Total	\$89,674

Project Status and Continuing Activities:

- Construction Cooperative Agreements with Caltrans and the City of Victorville are currently being prepared.
- A Request for Proposal (RFP) for Construction Management services was approved by the Board in April, 2011.

Project Notes of Interest:

The project received Caltrans approval for a Metric Exception, and the construction contract must be advertised by July 6, 2011.

Issues Being Worked:

- None.

Primary Project Contact

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Colton Crossing (UPRR and BNSF Railroads)

Map of Project:



Project Scope Summary:

- This project will separate the Union Pacific (UP) railroad tracks and Burlington Northern Santa Fe (BNSF) railroad tracks to provide a grade separation, allowing uninterrupted flow of passenger and freight rail traffic.
- No additional track capacity will be constructed (existing/future two UP tracks and two BNSF tracks).
- This project is completely within the city boundaries of Colton.

Project Status and Continuing Activities:

- Caltrans will be the lead agency for the California Environmental Quality Act (CEQA) document and FHWA will be the Lead agency for the preparation of the National Environmental Policy Act (NEPA) document. Caltrans will perform technical reviews and general oversight, on behalf of FHWA and FRA.
- The Initial Study/Mitigated Negative Declaration (IS/MND) was circulated on March 1, 2011.
- The Draft Environmental Assessment (EA) was circulated on March 25, 2011.
- Two public meetings were held in Colton on March 16th and March 17th.

Project Notes of Interest:

- In February 2010, the project was awarded \$33.8 million in American Recovery and Reinvestment Act (ARRA) stimulus funds through the Transportation Investment Generating Economic Recover (TIGER) program. In May 2010, the California Transportation Commission approved \$91 million in TCIF funding.
- Final design will be completed in June 2011.
- Project is on schedule for start of construction in September, 2011.

Issues Being Worked:

- The team is addressing comments received on the Draft Environmental Document.

Primary Project Contact

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 1998
Study Report Approved	Jan 1999
Supplemental Approved	Dec 2005
PA/ED Approved	May 2011
Design Approved - ROW Certified	[July 2011]
Construction Notice to Proceed	[Sept 2011]
Complete for Beneficial Use	[2013]
Project Complete – Contract Close	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Caltrans
Project Report	\$3,689
Final Design	\$27,800
ROW Support and Capital	\$10,600
Construction Support and Capital	\$160,000
Total	\$202,089

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal – TIGER	\$33,900
State – ITIP	\$3,689
– TCIF	\$91,305
Railroad	\$73,195
Total	\$202,089

Hunts Lane and Union Pacific Railroad

Map of Project:



Project Scope Summary:

- This project will bridge Hunts Lane over the existing Union Pacific (UPRR) railroad tracks providing uninterrupted flow for traffic and rail. In addition, some adjacent local streets will also be reconfigured to improve traffic operations and safety.

Project Status and Continuing Activities:

- A Maintenance Agreement between the City of Colton and the City of San Bernardino has been approved by the Cities.
- The Cities Maintenance Agreement is being incorporated into a cooperative agreement with the railroad.
- Revalidation of the NEPA environmental clearance was obtained in November 2009.
- Stage construction concepts have been developed.
- Utility relocation work is being planned
- The PUC issued an order to construct in October, 2009.
- Railroad Construction and Maintenance Agreement was approved in March, 2011.

Project Notes of Interest:

- For this project, Hunts Lane will be fully closed to traffic during construction of the bridge structure (anticipated duration is 13 months).

Issues Being Worked:

- Currently updating engineering estimate and right-of-way cost for construction and may require additional funding.
- Negotiations with some property owners are ongoing. Condemnation action was required on some properties.
- Finalizing design package and Right of Way Certification.
- Preparing final bid package and funding request.
- CM Services contract expected to be awarded in May 2011.

Primary Project Contact

Dennis Saylor
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	October 2001
Study Report Approved	Incl in PR
PA/ED Approved	August 2007
Re-Validation of NEPA	Nov 2009
Design Approved - ROW Certified	[April 2011]
Construction Notice to Proceed	[Oct 2011]
Complete for Beneficial Use	[Feb 2013]
Project Complete – Contract Close	[2013]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Incl in PR
Project Report	\$400
Final Design	\$1,850
ROW Certification	\$5,500
Construction	\$29,125
Total	\$36,875

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - DEMO	\$4,500
- PNRS	\$12,485
CMAQ	\$7,895
State - TCRP	\$9,663
UPRR	\$1,283
Measure I	\$1,049
Total	\$36,875

Main Street and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will grade separate Main Street from the Burlington Northern Santa Fe (BNSF) railroad tracks allowing uninterrupted flow of traffic and rail. In addition, some adjacent local streets may require reconfiguration to improve traffic operations and safety.
- This project is located along the boundary between Grand Terrace and the County of Riverside.

Project Status and Continuing Activities:

- The SANBAG procurement procedures have been followed to shortlist and interview qualified consultants for this project.
- The recommended consultant contract award for this project must still be presented to the Board along with a Design Cooperative Agreement between SANBAG, the City of Grand Terrace and the County of Riverside.

Project Notes of Interest:

- For this project, it is anticipated that the Lead Agency for environmental clearance will be either the City of Grand Terrace or the County of Riverside, the Lead Agency for funding will be SANBAG, and SANBAG will be responsible for Project Management services and these services will be jointly reimbursed by the City of Grand Terrace and the County of Riverside.
- The city of Grand Terrace will reimburse SANBAG for their fair share of cost using Developer Mitigation Program Funds (DMPF). The county of Riverside will reimburse SANBAG using their local funds.

Issues Being Worked:

- This project is currently "on-hold" pending the results of the Pigeon Pass study. Riverside County is currently conducting the Pigeon Pass study to determine the preferred alignment connectivity between developments in San Bernardino County (west of I-215) and Riverside County (east of I-215).

Primary Project Contact

Dennis Saylor
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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	N/A
PA/ED Approved	[Apr 2012]
Design Approved - ROW Certified	[Aug 2014]
Construction Notice to Proceed	[Dec 2014]
Complete for Beneficial Use	[July 2016]
Project Complete – Contract Close	[Sept 2016]

**Budgetary Estimate Summary
(\$ 000's)**

Cost Item	Amount
Study Report	N/A
Project Report	\$900
Final Design	\$2,340
ROW Certification	\$2,600
Construction	\$22,680
Total	\$28,520

**Funding Summary
(\$ 000's)**

Funding Source	Amount
City of Grand Terrace	\$5,135
Future Funds	\$23,385
Total	\$28,520

Palm Avenue and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will grade separate Palm Avenue from the Burlington Northern Santa Fe (BNSF) railroad tracks allowing uninterrupted flow of traffic and rail. In addition, some adjacent local streets may require reconfiguration to improve traffic operations and safety.
- This project is located along the boundary between the City of San Bernardino and the County of San Bernardino.

Project Status and Continuing Activities:

- SANBAG and the City of San Bernardino entered into a cooperative agreement to define project development and funding responsibilities for the project. The Board approved this cooperative agreement at its October 2008 meeting.
- The project was federalized with earmarked, SAFETEA-LU funds in the amount of \$1.6 million. Approximately \$4 million of federal Congestion Management Air Quality (CMAQ) funds will be used for Right-of Way.
- In November 2009, the SANBAG Board of Directors approved a contract to allow CH2M Hill to provide final design services and environmental services for NEPA compliance.
- The PDT is continuing with project development efforts. The PA/ED phase is anticipated to be completed in spring 2011 and the PS&E phase in 2012.
- Right of Way activities are anticipated to start this summer.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	June 2009
PA/ED Approved	[May 2011]
Design Approved - ROW Certified	[Nov 2012]
Construction Notice to Proceed	[Apr 2013]
Complete for Beneficial Use	[Feb 2015]
Project Complete	[Nov 2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-incl. in PA/ED-
Project Report	\$853
Final Design	\$1,945
ROW Support	\$1,029
ROW/Utilities Capital (Escalated)	\$7,291
Construction Support	\$1,795
Construction Capital (Escalated)	\$17,164
Total	\$30,077

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal – SAFETEA LU	\$1,600
State – TCIF	\$9,390
County of San Bernardino	\$4,158
CMAQ	\$4,300
Measure I	\$10,629
Total	\$30,077

Project Notes of Interest:

- The City of San Bernardino will reimburse SANBAG for their fair share of costs using Developer Mitigation Program Funds. The City's share is 14.6% and SANBAG's share is 85.4%.

Issues Being Worked:

- Originally, the project was planned for strictly CEQA compliance; however, since the project was federalized through the earmark of SAFETEA-LU funds, and because the project is adjacent to federally endangered species habitat NEPA compliance will be required for the project.

Primary Project Contact

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Lenwood Road and BNSF Railroad

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	2007
Study Report Approved	N/A
PA/ED Approved	[June 2011]
Design Approved - ROW Certified	[June 2012]
Construction Notice to Proceed	[Nov 2012]
Complete for Beneficial Use	[July 2014]
Project Complete	[Dec 2014]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	N/A
Project Report	Incl in Design
Final Design	\$4,409
ROW Certification	\$4,650
Construction	\$22,295
Total	\$31,354

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I	\$12,392
City of Barstow	\$1,859
Federal Funds (DEMO, CMAQ, STP L-R)	\$4,650
TCIF	\$6,694
Railroad Contribution	\$1,098
County of San Bernardino	\$2,500
SLPP	\$2,161
Total	\$31,354

Project Scope Summary:

- This project will construct a grade separated crossing along Lenwood Road over the existing Burlington Northern Santa Fe (BNSF) railroad tracks, allowing the safe and uninterrupted flow of both vehicular and freight rail traffic. The proposed improvements include widening of Lenwood Road from two lanes to four lanes between Main and Jasper Streets to match the City of Barstow's General Plan and to accommodate future projected traffic demands.
- No additional track capacity will be added as part of this project; however, the locally preferred alternative allows adequate space for BNSF to construct an additional track in the future.

Project Status and Continuing Activities:

- The City of Barstow will be the CEQA lead agency and FHWA will be the NEPA lead agency. Caltrans will perform technical reviews and provide general oversight of the NEPA document on behalf of FHWA.
- Future traffic projections and potential noise impact issues caused a six month delay in the anticipated environmental clearance for the project. Caltrans final approval of all technical studies is expected by April 2011.
- Staff is working with the City and County on a cooperative agreement to address funding for right-of-way and construction activities.

Project Notes of Interest:

- TCIF funding for construction of this project is contingent upon meeting various milestones contained in the baseline funding agreement with the California Transportation Commission.

Issues Being Worked:

- Staff is working with the California Transportation Commission (CTC) on a baseline agreement amendment to revise project milestones for consistency with the current project schedule.
- The City of Barstow and County of San Bernardino approved a detour route to replace the proposed temporary grade crossing over the BNSF tracks east of Lenwood Road. The recent storms washed out Lenwood Road at the Mojave River and staff continues to work with the local agencies on the detour issue.

Primary Project Contact

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North Milliken Avenue and UPRR Railroad

Map of Project:



Project Scope Summary:

- This project proposes to replace the existing at-grade crossing by constructing a 170-foot long, two span, steel plate girder underpass at Milliken Avenue between Airport Drive and Guasti Road in the City of Ontario, allowing the safe and uninterrupted flow of both vehicular and freight rail traffic at this intersection.
- The UPRR track will be elevated over Milliken Avenue to allow freight traffic to pass over vehicular traffic. One additional track is being permanently added along the rail corridor to facilitate construction staging.

Project Status and Continuing Activities:

- Cooperative Agreement with City of Ontario approved in May 2010.
- Construction contract was awarded to CC Myers Inc. in November 2010. The low bid came in at \$12.5 million below the Engineer's Estimate.

Project Notes of Interest:

- The City of Ontario was responsible for all project activities and costs through PS&E and R/W Certification.
- The project uses T-Wall®, a precast concrete retaining wall system by the Neel Company, which has been approved by BNSF for elevated track applications. Over 7,000 pieces required.
- The City of Ontario was awarded a \$5 million State of California Section 190 grant for this project in September 2010.
- Construction started February 2011

Issues Being Worked:

- Staff is working with the City of Ontario on an amendment to the construction cooperative agreement to update the estimated costs and revise the funding plan.
- Staff is working with UPRR to review a Cost Reduction Incentive Proposal submitted by the contractor to change the bridge type from a steel girder to a precast concrete box girder. If approved, this change could save up to \$1 million in construction costs. Any savings would be shared with the contractor on a 50/50 basis.
- T-Wall® production on going; installation expected to start in May.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	N/A (City)
Study Report Approved	N/A (City)
PA/ED Approved	N/A (City)
Design Approved - ROW Certified	Aug. 2010
Construction Notice to Proceed	Nov 2010
Complete for Beneficial Use	[Jan 2013]
Project Complete	[May 2013]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A (City)
Project Report	\$557
Final Design	\$4,000
ROW Certification	\$5,000
Construction	\$48,620
Total	\$58,177

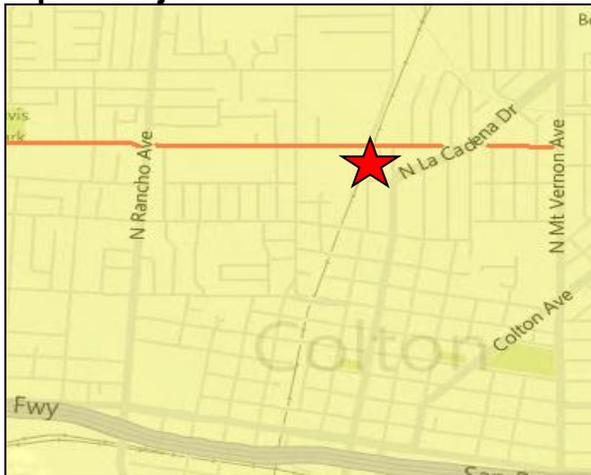
Funding Summary (\$ 000's)	
Funding Source	Amount
STIP/RIP	\$33,167
Section 190 Grant	\$5,000
Local Funds -City of Ontario	\$10,092
TCRP	\$7,757
Railroad Contribution	\$2,161
Total	\$58,177

Primary Project Contact

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Laurel Street and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project proposes to separate Laurel Street from six railroad tracks along the BNSF corridor in the City of Colton. This project will improve local traffic circulation, enhance safety, and is part of several other projects that is intended to establish a Quiet Zone within the City.

Project Status and Continuing Activities:

- The Board of Directors approved the engineering and environmental services contract for the project in December 2010.
- A design and ROW cooperative agreement with the City of Colton was approved by the Board of Directors in December 2010.
- Project Development Team meetings are ongoing with representatives from the City of Colton, BNSF, and SANBAG in attendance.
- Coordination with BNSF has been initiated and railroad staff has accepted SANBAG's shoo-fly concept.

Project Notes of Interest:

- The project qualifies for a Statutory Exemption (SE) under the California Environmental Quality Act (CEQA).

Issues Being Worked:

- Concepts for improvements to local access and circulation are being assessed.
- The project will require relocation of various utilities. Utility relocation concepts are being developed.

Primary Project Contact

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	December 2010
Study Report Approved	N/A
PA/ED Approved	[June 2011]
Design Approved - ROW Certified	[July 2012]
Construction Notice to Proceed	[December 2012]
Complete for Beneficial Use	[May 2014]
Project Complete	[May 2015]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	N/A
Project Report	\$1,449
Final Design	\$3,379
ROW Support	\$780
ROW Capital	\$7,020
Construction Support	\$4,136
Construction Capital	\$37,231
Total	\$53,995

Funding Summary (\$ 000's)

Funding Source	Amount
TCIF	\$11,917
BNSF Railroads	\$5,397
FUPRR Railroad	\$3,740
Local Funds -City of Colton	\$5,819
TCRP	\$27,122
Total	\$53,995

SR 60 Soundwall Project

Map of Project:



Project Scope Summary:

- The project proposes to construct a 16' tall and approximately 1000' long sound wall along State Route 60 between Ramona Avenue and Pipeline Avenue in the City of Chino.

Project Status and Continuing Activities:

- The Board approved the selection of a consulting firm to provide professional design services for preparation of PS&E. A contract was approved in August 2010.
- A kick-off meeting was held on September 30th 2010
- Staff worked closely with Caltrans to obtain mapping and right-of-way information needed for design purposes.
- It is anticipated that the final PS&E package will be completed by June 2011.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	2000
Study Report Approved	2001
PA/ED Approved	N/A
Design Approved - ROW Certified	[June 2011]
Construction Notice to Proceed	[Oct 2011]
Complete for Beneficial Use	[April 2012]
Project Complete	[June 2012]

Project Notes of Interest:

- Following construction of an HOV lane project along State Route 60 in the late 1990's, a noise study was performed at the request of adjacent property owners. A 2001 Noise Barrier Summary Report prepared by Caltrans identified the need for a sound wall to mitigate noise impacts caused by the HOV project.
- The project stalled for several years as SANBAG and Caltrans tried to develop a funding plan for construction of this project.
- SANBAG recently identified available Measure I funding to get the project moving forward.

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	N/A
Final Design	\$ 200
ROW Certification	\$ 10
Construction	\$1,190
Total	\$1,400

Issues Being Worked:

- None

Primary Project Contact

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Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$1,400
Local Funds	
Federal Funds (DEMO, STP L-R)	
TCIF	
Railroad Contribution	
Future Federal, State & Local	
Total	\$1,400

San Bernardino Valley Traffic Signal Synchronization

Map of Project:



Project Scope Summary:

- This project will interconnect and synchronize the timing of over 500 traffic signals on regionally significant arterial segments within the San Bernardino Valley. Work will be located with the jurisdiction of 15 agencies in the San Bernardino Valley including the County of San Bernardino and Caltrans.
- The project culminates the effort to upgrade approximately 1,200 traffic signals along major arterial roadways and freeway interchanges resulting in improved traffic flow, decreased travel time, reduced fuel consumption, and would reduce emission of air quality pollutants in the San Bernardino Valley.

Project Status and Continuing Activities:

- The project Plans, Specifications and Estimate (PS&E) package was approved on April 2010.
- Federal authorization (E-76) was issued for the project in October 2010.
- SANBAG Board approved Construction Management contract in June 2010.
- SANBAG Board Awarded the construction contract on December 1, 2010.

Project Notes of Interest:

- The project will be funded through the Federal Congestion Mitigation and Air Quality Improvement (CMAI) program. A portion of construction costs will be funded through the State's Traffic Light Synchronization Program (TLSP) under the California Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B).

Issues Being Worked:

- Construction started on February 7, 2011 with work to be completed in August 2011.
- Working in the Cities of Chino, Chino Hills, Rialto, and Fontana.

Primary Project Contact

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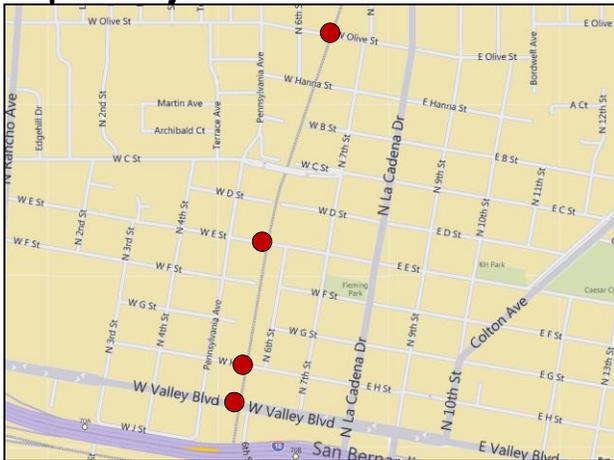
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Oct 2008
Study Report Approved	N/A
PA/ED Approved	Sept 2009
Design Approved - ROW Certified	Apr 2010
Construction Notice to Proceed	Jan 2011
Complete for Beneficial Use	[Aug 2011]
Project Complete	[Dec 2011]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$140
Final Design	\$2,811
Construction Support	\$526
Construction	\$3,292
Total	\$6,769

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal CMAQ	\$4,860
State -TLSP	\$1,909
Total	\$6,769

Colton Quiet Zone

Map of Project:



Project Scope Summary:

- Due to federal requirements, trains are required to blast their horns as they cross various at-grade crossings within the limits of the City of Colton. This train horn noise results in adverse effects to residences that are near the railroad corridor.
- The project would improve the at-grade crossings at Valley Boulevard and Olive Street and would eliminate two other at-grade crossings at E Street and H Street in order to establish a quiet zone within the City limits.

Project Status and Continuing Activities:

- Coordination with the Federal Rail Authority (FRA) and the California Public Utilities Commission (CPUC) has been initiated and a site diagnostic meeting was held in January 2011. Approvals from both agencies are required prior to the establishment of the quiet zone.
- A Quiet Zone Assessment report (Project Report equivalent) has been approved along with the design concepts at each crossing. An updated construction cost estimate has also been completed as part of the report.

Project Notes of Interest:

- A rail crossing elimination agreement between SANBAG, the City of Colton, and BNSF is being prepared to address the permanent closure of E and H Street at the railroad.
- Preparation of a Construction and Maintenance agreement between SANBAG, BNSF, and the City has been initiated.

Issues Being Worked:

- The City’s roadway easement over ‘E’ Street and ‘H’ Street will have to be vacated prior to start of construction.

Primary Project Contact

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Sept 2010
Study Report Approved	March 2011
PA/ED Approved	[June 2011]
Design Approved - ROW Certified	[Oct 2011]
Construction Notice to Proceed	[Feb 2012]
Complete for Beneficial Use	[June 2012]
Project Complete	[July 2012]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$193
Final Design	\$170
ROW	\$5
Construction Support	366
Construction	\$1,519
Total	\$2253

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$2,153
BNSF	\$100
Total	\$2,253